



SERVICE AVIATION



*Royal Air Force
and Official
Announcements :
Fleet Air Arm
News : Military
Aviation Abroad*

SLEEVE-VALVES IN SERVICE: Vickers Vildebeest IV torpedo bombers (Bristol sleeve-valve Perseus VIII) approach the "convoy" during the recent Combined Exercises.

Chief of Naval Air Service

THE King has been pleased to approve the appointment of Vice-Admiral the Honourable Sir Alexander R. M. Ramsay, K.C.B., K.C.V.O., D.S.O., to be a Lord Commissioner of the Admiralty in succession to Rear-Admiral John H. D. Cunningham, C.B., M.V.O., to date about July, 1938.

It is intended shortly to alter the designation of the appointment in which Vice-Admiral Ramsay will succeed Rear-Admiral Cunningham from Assistant Chief of Naval Staff (Air) to Fifth Sea Lord and Chief of Naval Air Services.

Vice-Admiral Ramsay, who now holds the appointment of Commander-in-Chief, East Indies, is leaving Colombo for England on April 27, in anticipation of taking up his appointment at the Admiralty in July.

No. 1 Balloon Training Unit

THE training administration of No. 1 Balloon Training Unit, Cardington, has been transferred from No. 24 (Training) Group, Training Command, to No. 30 (Balloon Barrage) Group, Fighter Command, with effect from April 1.

Central Flying School

THE undermentioned reserve officers have recently been tested at the Central Flying School and are awarded the following categories:—

- A.2.—Flt. Lt. G. F. K. Donaldson and F/O. R. E. Watts.
B.—Flt. Lt. E. G. Sharp and F/O. H. P. Hudson.

Observer Corps

A NEW Midland Area of the Observer Corps has been organised with headquarters at the R.A.F. Station at Grantham. The Commandant is Group Capt. V. O. Rees, O.B.E., formerly in command of the Northern Area. Headquarters of the latter have been moved from Hucknall station, Notts, to Catterick station, Yorks. Air Cdr. H. Le M. Brock, C.B., D.S.O., retired, has been appointed to headquarters of the corps at Stanmore as Deputy Commandant.

Period of Oversea Tours

THE Air Council have had under consideration the periods of overseas tours of officers and airmen with a view to making such reduction in the normal period of five years as may be practicable.

Subject to the requirements of the service, they have decided that in due course the normal period shall be reduced to three years, excluding the time allowed for necessary travel, except for Iraq and Aden, where the tour will normally be for two years only. So far as possible, officers and airmen will be posted direct from the United Kingdom to their overseas station and will return to the United Kingdom on the termination of their tour. The tours of duty with the Fleet Air Arm will remain as at present.

It will necessarily be some years before the new policy can be brought fully into operation and it will not be possible to give the full benefit of the reduction in the tour to officers and airmen at present serving overseas. Postings during the next and ensuing trooping seasons will, however, be so arranged as to effect such shortening as may be practicable.

Transfer of Officers to the Reserve

THE undermentioned short-service officers become due in October and November for transfer to the reserve:—

General Duties Branch

Flt. Lts. William John Howard Elkins and Anthony Delves Isemonger.

Medical Branch

Flt. Lts. Robert Alexander Cumming, M.B., Ch.B., and Francis Ivan Gershom Tweedie, M.R.C.S., L.R.C.P., M.B., B.Ch.

Foreign Officers Attached

CAPT. HAROLD NORMAN and Lt. Halfdan Hansen, of the Royal Norwegian Air Force, have been attached to the Central Flying School, Upavon, from March 30 until completion of their course.

Lt. Kriangkrai Inkavanij, of the Siamese Air Force, has been attached to the Civil Flying School at White Waltham from April 4 until completion of the course.

Cdr. G. H. A. Wendeibo and Cdr. E. Manshaus, of the Royal Norwegian Navy Air Service, have been attached to the C.F.S., Upavon, from April 8, until the completion of their course.

A Canadian Armaments Industry

THE Canadian Government is attempting to create a national armaments industry, with particular emphasis on the manufacture of aircraft and small arms, by the establishment of branch factories of American aeroplane firms, or by the acquisition of licences, as, for example, that for the Grumman Hunter through the Canadian Car and Foundry Co. The establishment of a state armaments factory is not considered possible owing to the high production costs of such a scheme, and it is intended so far as possible to copy the British shadow factory system. During 1937 about 700 different factories were inspected by government authorities with a view to their incorporation in the new shadow system.

Flying Accidents

THE Air Ministry regrets to announce the following accidents:—A.P/O. Robert Brock La Pointe (pilot) lost his life and A.P/O. James Ronald Vincent was dangerously injured in an accident which occurred at Hullavington on April 7 to an aircraft of No. 9 Flying Training School, Hullavington, Stanton St. Quinton, Wiltshire. A.P/O. Vincent died the same day in the Cottage Hospital at Malmesbury.

With reference to the disappearance on April 4 of an aircraft of No. 100 (Bomber) Squadron, Seletar, Straits Settlements, as extensive search has failed to find the aircraft and its occupants, it must now be accepted that the following airmen lost their lives on that date: Sergt. William Douglas MacMillan Roberts (pilot), A/C.1 Ernest John Beisly, and A/C.1 Malcolm Renfrew Hunter.

Sgt. Walter Bateman lost his life in an accident which occurred at Abingdon on April 13, to an aircraft of No. 207 (B.) Sqn., Worthy Down. Sgt. Bateman was the pilot. The other occupant, L.A/C. Robert McPhie, was not injured.